

The China Mail

Established February, 1845.

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號一廿八八年八十八百八十一英

HONGKONG, TUESDAY, AUGUST 21, 1888.

日四十七年子戊

PRICE, 3/- PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. C. GORDON & GORCIN, Ludgate Circus, E.C. BATES HARDY & CO., 37, Walbrook, E.C. SAMUEL DEACON & CO., 150 & 154, Leadenhall Street, W. M. WILLS, 151, Cannon Street, E.C. PARIS AND EUROPE.—ADEMI PRINCE & CO., 36, Rue Lafayette, Paris. NEW YORK.—ANDREW WIND, 21, Park Row. SAN FRANCISCO AND AMERICAN PORTS generally.—BEAN & BLACK, San Francisco. AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GOEDON & GOCH, Melbourne and Sydney. CEYLON.—W. M. SMITH & CO., The APOTHECARIES CO., Colombo. SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore. C. HEINSSEN & CO., Manila. CHINA.—MACAO, F. A. DE CRUZ, SANTOS, QUELON & CO., Amoy, N. MOALLE, FOSHOW, HEDGE & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

BALKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,600,000
RESERVE FUND.....\$3,900,000
RESERVE LIABILITY OF PRO^{TE}TORATE.....\$7,500,000

COURT OF DIRECTORS.
Chairman—Hon. JOHN BELL IRVING.
Deputy Chairman—W. H. FORBES, Esq.
C. D. BORTON, S. C. MINAHAN,
Esq.
W. G. SPENCE, Esq.
H. L. DALMUYER, Esq.
N. A. SIERS, Esq.
B. LATTON, Esq.
Hon. A. P. MCLEWEN.

CHIEF MANAGER.
Hongkong,...THOMAS JACKSON, Esq.
MANAGER.
Shanghai,...EVAN CAMPION, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Hongkong, April 25, 1888. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sum less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 2½ per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, September 1, 1888. 764

Intimations.

MEMORY.—Loisette's System will be easy and interesting, and improves the natural memory. Praised by Mr. R. A. Proctor (Astronomer), many professional men, pupils who have PASSED EXAMINATIONS, who have rapidly learned Arabic and other difficult languages, &c. Lessons by post. Prospectus (English, Français, or Deutsch) post free from Prof. Loisette, 37, New Oxford Street, London, ENGLAND. 1237

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twenty-Second Ordinary MEETING of the SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on MONDAY, the 3rd Proximo, at 4 o'clock p.m., for the purpose of presenting the Report of the Directors, and Statement of Accounts to 30th April last, and of declaring Dividends.

The Transfer BOOKS of the Company will be CLOSED from the 21st instant to the 3rd Proximo, both days inclusive.

By Order,
A. S. GARFITT,
Acting Secretary.

Hongkong, August 11, 1888. 1349

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,

Surgeon Dentist.

(FORMERLY KNOWN APPRENTICE AND LATELY ASSISTANT TO DR. ROGERS.)

At the urgent request of his European and American patients, and friends, has TAKEN THE OFFICE formerly occupied by Dr. Rogers,

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sale Address

2, DUDDELL STREET,

(Next to the New Oriental Bank.)

Hongkong, January 12, 1888. 1345

66

Intimations.

THE ADVERTISER is desirous of Meeting with a Married Lady who would accept his Two Daughters to receive an English Mail Steamer early next month. As his daughters are grown up, they would require no personal attendance other than that of the Stewards, and a friendly supervision only would be necessary. For particulars address "X. Y. Z." care of Office of this Paper.

Hongkong, August 20, 1888. 1369

BOOKKEEPER WANTED.

THE HONGKONG and KOWLOON WHARF AND GODOWN COMPANY, LIMITED, require the services of a thoroughly competent BOOKKEEPER.

Applications, by letter only, giving full particulars, will be received up to the 23rd Instant by:

ISAAC HUGHES,
Secretary.

Hongkong, August 17, 1888. 1374

WANTED.—A SITUATION, as Book-keeper, Correspondent, or Mercantile Assistant, in Hongkong or any of the coast Ports. The applicant has a thorough knowledge of business and is conversant with English, French, and German.—References given, if required.—Apply "A. B. C.", care of Office of this Paper.

Hongkong, August 16, 1888. 1363

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Hongkong, April 25, 1888. 363

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Hongkong, August 11, 1888. 1349

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MODERATE FEES.

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CONSULTATION FREE.

Discount to missionaries and families.

Sale Address

2, DUDDELL STREET,

(Next to the New Oriental Bank.)

Hongkong, January 12, 1888. 1345

66

Business Notices.

GARDEN SEEDS.

SEASON 1888.

LANE, CRAWFORD & CO.

HAVE RECEIVED THEIR NEW STOCK OF

VEGETABLE AND FLOWER SEEDS.

SUTTON'S SELECTED ENGLISH SEEDS.

HENDERSON'S TESTED NEW YORK SEEDS.

Orders should be sent in AT ONCE. Detailed Lists sent on application.

SUTTON'S CONCENTRATED MANURE.

BOOKS UPON GARDENING.

GARDEN TOOLS.

GARDEN GLOVES.

ENGLISH-MADE WATERING CANS.

And LAWN MOWING MACHINES.

LANE, CRAWFORD & CO.

Hongkong, August 20, 1888. 1387

victoria Hotel,
Praya and Queen's Road, Central, Hongkong.

This Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal HOTELS in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East.

The ACCOMMODATION and SERVICE of every kind will be found to be of the best description.

An ample and varied TABLE D'HOTE is always provided and served in the spacious,

large DINING HALL.

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SMOKING ROOMS.

Mails.



Intimations.

IMPAIRED VISION.



STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MARSEILLES, MALTA,
GIBRALTAR, BRINDISI, PLYMOUTH,
AND LONDON;

ALSO,
MADRAS, CALCUTTA, AND
AUSTRALIA,

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, TRIESTE,
HAMBURG, NEW YORK AND
BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY's Steamship
PESAWUR, Captain L. H. MOULE, with
Her Majesty's Mails, will be despatched
from this for LONDON direct, via SUEZ
CANAL and usual Ports of Call, on
SATURDAY, 25th August, at NOON.

Cargo will be received on board until
4 p.m. on the day before sailing.

For further particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR & ORIENTAL STEAM
NAVIGATION COMPANY'S Office, (London).

The Contents and Value of Packages are
required to be declared prior to shipment.

Shippers are particularly requested to
note the terms and conditions of the
Company's Black Bills of Lading.

Passengers desirous of insuring their
luggage can do so on application at the
Company's Office.

E. L. WOODIN,
Superintendent,

P. & O. S. N. Co.'s Office,
Hongkong, August 13, 1888. 1344

CANADIAN PACIFIC STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA

THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship *DUKE OF
WESTMINSTER*, 3,723 Tons Register,
TUNER, Commander, will be despatched
for VANCOUVER, B.C., and
SAN FRANCISCO, via KOBE and YOKO-
HAMA, on WEDNESDAY, the 29th
August, at 3 p.m.

To be followed by the S.S. *PARTHIA*,
on the 13th September, and S.S. *ABY-
SINIA*, on the 4th October.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with Pacific Coast
points, by the regular Steamers of the
PACIFIC COAST STEAMSHIP COMPANY and
other Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Fares granted as follows:—

To Vancouver & Victoria, Mex. \$160.00
To San Francisco 175.00

To all common points in Canada
and the United States 230.00

To Liverpool 360.00
To London 365.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, and obtained on application.

Consular Invoices to accompany Cargo
destined to points in the United States,
should be sent to the Company's Offices,
addressed to Mr. D. E. BROWN, District
Fright Agent, Vancouver, B.C.

Brought will be received on board until
4 p.m. on the 29th August.

All Parcels must be sent to our Office
and should be marked to address in full,
and the same will be received by us until
5 p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to

ADAMSON, BELL & CO.,
Agents.

Hongkong, August 18, 1888. 1378

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH to NEW YORK, via
OVERLAND RAILWAYS, and TOUCHING
AT YOKOHAMA, and SAN FRANCISCO.

THE U. S. Mail Steamship CITY
OF NEW YORK will be despatched
for San Francisco via Yokohama on
WEDNESDAY, the 29th Inst., at 3 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, via Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Fares granted as follows:—

To San Francisco \$200.00
To San Francisco and return, } 350.00

To Liverpool 325.00
To London 330.00

To other European points at proportionate
rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, and obtained on application.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year, will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m. same day; all Parcel Packages
should be marked to address in full; value
of same is required.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at San
Francisco.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 604, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, August 8, 1888. 1355

Intimations.

IMPAIRED VISION.



Are clear, cool, & preserving to the
eye.

M. LAWRENCE is now in HONGKONG
and may be CONSULTED at the
HONGKONG HOTEL (Room No. 20),
daily from 8 a.m. to 6 p.m.

CONSULTATIONS FREE.

SPECTACLES vs. BLINDNESS.

Vision is justly described as the most
important of our senses, and its loss is re-
garded as one of the greatest afflictions to
which mankind is subject.

It is, therefore, of paramount importance
that we should carefully use our sight
whilst perfect, and that when, unfortunately,
the help of Spectacles is felt to be necessary,
the utmost care should be taken in the selection of them.

The late eminent Oculist, Dr. Seelberg
Wells, testified that he had no hesitation
in stating that the haphazard plan of selecting
Spectacles—employed by some Opticians—was frequently attended by serious
consequences; that eyes were often permanently injured, which might, by skilful
adaptation of glasses, have been preserved
for years.

R. GROOM, Esq., F.R.C.O.,
Barrister-at-Law, Singapore.

I have used Glasses for twenty years, and
have no hesitation in saying that, those
supplied me by you are the best I have ever
worn. I wear them with much satisfaction
and comfort, and find the frames are es-
pecially convenient.

To Messrs. LAWRENCE & MAYO,
Hotel D'Europe, Singapore.

LAWRENCE & MAYO,
Opticians and Opticians
(Opticians to the Principal Ophthalmic
Surgeons in India and Malaya)

Officers, Old Bond Street, LONDON.

3 & 4, Hans Street, CALCUTTA.

22, Rangoon Row, BOMBAY.

Hongkong, July 23, 1888. 1232

MOORE'S GOGO SHAMPOO
WASH.

THIS WASH HAS PROVED ITSELF TO BE THE
BEST PREPARATION EVER PRE-
SENTED TO THE PUBLIC.

For Freight or Passage, apply to

DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, August 21, 1888. 1392

FOR SINGAPORE, PENANG AND
CALCUTTA.

The Steamship

JASON,

Captain T. S. GARDNER,

will be despatched for

the above Ports on TUESDAY, the 23rd

Instant, at Noon, instead of as previously
advertised.

For Freight or Passage, apply to

SIEMSEN & CO.,
Agents.

Hongkong, August 21, 1888. 1393

FOR YOKOHAMA AND KOBE.

The Departure of the

Steamship

Electra,

Captain P. MÜLLER,

for the above Ports until further Notice.

For Freight or Passage, apply to

SIEMSEN & CO.,
Agents.

Hongkong, August 21, 1888. 1393

DEPARTURES.

August 21:—

Glenouer, for Bangkok.

Fairfax, for Haiphong.

Kildare, for Sowebaya.

Kuang Lee, for Shanghai.

Velox, for Cholo and Nowchawang.

Haihong, for Coast Ports.

Poekang, for Shanghai.

CLEARED.

Alwin, for Hainan and Pakhoi.

Polyphymia, for Singapore and Hamburg.

Zanzibar, for Swizer.

Delecta, for Amoy and Foochow.

Drakenfjord, for Hieng.

Destinations.

Vessels.

Captain.

Agents.

Date of Leaving.

Bangkok, Bremen, and Ports of Call.
Hainan, via Suez Canal.

London, via Suez Canal.

London, via Suez Canal.

London, via Suez Canal.

London, and Ports of Call.

Malacca (Siam).

Malwa (India).

Manila (Philippines).

THE CHINA MAIL.

A coolie named Ma Shing was brought before Mr. Combe Smith in the Police Court to-day charged with snatching a pair of gold earrings with jades from the ears of a Chinaman who was waiting in Queen's Road yesterday. His Worship sentenced the defendant to six months' hard labour and two whippings of fifteen strokes each with the rattan.

The foreign Merchants of Canton have for a long time past suffered the greatest inconvenience, and their trade has been harassed and obstructed in the most persistent manner by the lixin and other officers at that port. In the face of this, worry and annoyance thus caused to the merchants, we cannot but admire the exceedingly moderate tone of the letter addressed to the Foreign Consuls by the Chairman of the Canton Chamber of Commerce. As a model of the art of putting things, Mr. Bowe's letter is worthy of all admiration, and the Canton Chamber is to be congratulated upon the appearance of such a document. It is satisfactory to learn, from the reply of the Consuls, that their representations have had a good effect, and that "in the matter of the interference with foreign-owned goods complained of, such interference has been given up." But the version of this cessation of trouble and interference given by the Chamber's letter does not agree with that put forward by the Consuls. The Chamber puts it that "As far as regards the landing and shipping of merchandise, at the present moment the obstruction to which I refer is less pronounced than has been the case, but similar intervals of cessation have been noticed in the past, and it appears that at any moment difficulties may again arise and with even more serious consequences than those hitherto experienced." These lixin gentry seem to have gone so far as to refuse to recognize permits to ship issued by the Imperial Maritime Customs; and from this it may be presumed that the sore feeling caused amongst the Provincial officials by the withdrawal of many of the dues from Hongkong and Macao is still very much in evidence. If the promise or guarantee given by the Chinese representative at the Hongkong Commission—to reimburse the Provincial authorities the amount of duties thus withdrawn from them—has been faithfully carried out, then there is no sort of excuse possible for this organized system of extortion that has so long harassed and obstructed the trade in foreign-owned and duty-paid goods in Canton. In a civilized country, where trade is regarded as the life of the nation, such things are rarely heard of and never tolerated. In a country, however, where the officials are almost compelled to steal their salaries from the merchant, these extortions and obstructions are always coming to the surface. Indeed, this is the normal condition of things in the Empire; but when the notion is applied to foreign-owned goods, it is "entirely outside of all Treaty regulations" and renders business impossible. The old difficulty with the Transit Pass system is, of course, again referred to; and indeed in the South of China this system may be described as a dead letter. So exceedingly small, comparatively speaking, has been the success of Transit Passes in South China, that the practically they have, we believe, been almost abandoned. This matter has naturally been a constant subject of discussion between the Ministers and the Tsung-li Yamen; and we are afraid that the subject will go on being discussed, as that is a favourite Chinese mode of putting off a concession, or even postponing the performance of a solemn Treaty obligation. Indeed, had the Transit Pass privilege been more vigorously insisted upon than it has been, there might now have been less ground for the other grievances of which the Canton Chamber complains. It is not creditable to the Legations at Peking that the "limits of the Port of Canton have, at this late period, still to be authoritatively laid down. We trust that good will result from this appeal to the body of Foreign Consuls in Canton—who, by the way, are all good men and true."

At Tsu-pu Hsiang, near Fushan, Canton Province, a snake-catcher, having previously filled his mouth and inserted his hands with some sort of drug, inserted his hand into a crotal in a rock, and dragged out a venomous snake three inches in diameter and seven feet long, which calmly submitted to have its neck held and its poison fangs removed by its captor. On being questioned what secret he employed, he said, "All living beings have something which they hate and fear; I have discovered what the snakes fear, and took them with that preparation." At Canton the women, at least, firmly believe that a centipede will become so paralysed with fear if they keep repeating to it that a fowl is coming, that it can neither escape nor do them any injury, and will lie quite to be crushed to death."—*Hu Pao.*

It is stated that the heaviest loss the native teamen will have to stand, is in Souchong, owing to the enormous charges they paid for the second and third crops up country. With the discouraging, or we may say disastrous news about such teas as the London Market prices for Souchong must go rather lower than those of last year, before any extent can be effected in this market. The figures shown by the tea-planters are as follows:—that shown in all their dealings, and if it last till our next Saturday's issue, it will scarcely be kept up till the 15th of the 8th month, when they must take what is offered by foreign merchants, and we fear that they will then raise the price again, as the tea is ripe, boiled opium, and cocaine, for these will certainly be a large demand for these articles. Let the foreign merchants and we may predict that a good result will yet turn up for the present season, and greatly improve the prospects for season 1889.—*Foochow Echo.*

It is more than probable that Sir J. F. Dickson, at present Colonial Secretary of the Straits Settlements, will be appointed British Resident at Perak, in succession to Sir Hugh Low, who, as previously announced, has virtually retired. The appointment is worth about 3,000/- a year.

One of the most absurd rumours says, the Foochow Echo, is at present current amongst the natives, that the S.S. *Fusil*, which took away the body of late Tatar-General and his family to Tientsin, was fired at and sunk by a French Man-of-war close by Tientsin. The natives are still under the impression that foreigners are as barbarous, treacherous, and revengeful as they are.

A LETTER from Peking says that a surplus revenue of 800,000 Taels is remaining from the Shau-Hai-Kwan Customs, and the Viceroy Li Hung-chang has petitioned the Throne to put it to a reserve fund for torpedoes, batteries, etc., at Port Arthur and other maritime strongholds. The Emperor has referred the question to the Board of Revenue, but it is not yet known if it will adopt the Viceroy's view.—*Shen Pao.*

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WHICH IN THE HAPPIER COUNTRY IN EUROPE?—According to Dr. Alfonso Vito, the first place belongs to France, chiefly because French families do not exceed numerously dimensions. She says:—"In the first place, with the surplus of women in the United Kingdom and in Germany amounts to nearly three-quarters of a million and one million respectively. France, in 1881, had a surplus of only 20,000 women, and, as a consequence, marriages are more prevalent in proportion than elsewhere; and, although enough contrary to the general opinion in this country, France has the largest proportion of illegitimate births. Thus from 1825 to 1867 the percentage of all illegitimate births was 7.3 in France; 8.2 in Prussia; 10 in Sweden; 11 in Austria; and 22 in Bavaria. France has the lowest birth rate of all European countries—viz., 23 per 1,000, against 31 for the United Kingdom, and 38 for Germany. The average number of children to a family is now 3.2; against 4.6 in England and Wales, 5.25 in Scotland, and 5.4 in Ireland. Germany has an average of nearly 5 to a family. France contains a far greater proportion of grown-up persons than any other nation in Europe. There are in each 10,000 persons in the several States of Europe, the following numbers in the most productive age, between 15 and 60: in France, 5,373; in Holland, 4,984; in Sweden, 4,054; in Great Britain, 4,732; in the United States, 4,395. France, of all nations in Europe, has the highest average of the living—namely, 31.06 years; against Holland, 27.76; Sweden, 27.60; Great Britain, 26.5; the United States, 23.1. France, too, has a greater number of persons at the age of every 100 deaths, than over the age of 60 are—France, 36; Switzerland, 34; England, 30; Belgium, 28; Württemberg, 21; Prussia, 19; Austria only 17.

THE JAPAN MAIL says:—The veracious press reports much damage from the provinces in consequence of the heavy rains and storms that have swept over the country during the past ten days. In the province of Mino, the results of the downpour culminated on the morning of the 20th ultimo. The 15th and the Akashio river overflowed their banks and covered the railway track between Tariji and Kano, on the Nakasendo line. Not much distress was caused, however, as the lowness of the districts has facilitated the inhabitants with inundations. But about 3 o'clock on the morning of the 30th ult., the Ohama embankment on the Hidaka-hwa burst in three places, and the surrounding country, including the city of Ogaki and numerous adjacent villages, were converted into a sheet of water. Great consternation preceded among the people. Some fled to the castle of Ogaki, and some took refuge in the castle. The prisoners in the jail had to be conveyed to the castle. At Ogaki telegraph office the water rose to a height of 3 feet above the floor, and in the streets of the city the depth of the flood at one time reached ten feet. Fortunately, this extreme damage was not long maintained. The neighbouring villages several hundreds of houses are said to have been swept away, and the number of persons drowned and missing is 100. The police succeeded in rescuing over 70 people from imminent danger of drowning and are now giving relief to nearly 500 destitute. On the railway between Tariji and Kano, about 5 miles of rails are said to have been torn up or damaged so as to prevent the passage of trains. Experts were promptly on the spot from the Osaka railway office.

In these days, when the facilities of communication give to most nations a certain cosmopolitan element, the legal aspects of citizenship are of interest, and sometimes of practical importance. Recently two Chinese girls, Chan King and Chan Fa Lee, sailed from Hongkong to Portland in Oregon, but were not allowed to land as the Collector of Customs held that they came within the terms of the anti-Chinese legislation. The young women, however, claimed that they were not Chinese immigrants, but American subjects returning home. Their friends applied in the United States Circuit Court to get a writ of habeas corpus, and the master was solemnly argued. The facts of the case were not disputed, and it was admitted that Miss Chan King was born in San Francisco twenty years ago, and her sister, Miss Chan Fa Lee, in Portland ten years ago. Their father was a Chinese merchant who had lived in the United States for a quarter of a century, and seven years ago his wife and two daughters had come to China to stay as long as they pleased. The elder of the two daughters had been married by proxy at Hongkong, and had now come to her husband, a Dutch merchant in Portland, and had brought over with her the youngest sister. The District Attorney, not being able to invalidate the testimony unfeigned by the King, dismissed the case. The King, who had been the young ladies had forfeited their citizenship, but the Court very sensibly decided against that contention. Judge Deady, even doubted if a child can be deprived of its status as a citizen of the country of its birth by any act of its parents. Should these Chinese-Americans have offspring, their children will be "natural-born citizens" of the United States, and as such constitutionally eligible for the Presidency. There is, however, a considerable interval between the *de jure* possibility and the *de facto* probability of such an event; at all events until the Caucasian is played out.

It is stated that the heaviest loss the native teamen will have to stand, is in Souchong, owing to the enormous charges they paid for the second and third crops up country. With the discouraging, or we may say disastrous news about such teas as the London Market prices for Souchong must go rather lower than those of last year, before any extent can be effected in this market. The figures shown by the tea-planters are as follows:—that shown in all their dealings, and if it last till our next Saturday's issue, it will scarcely be kept up till the 15th of the 8th month, when they must take what is offered by foreign merchants, and we fear that they will then raise the price again, as the tea is ripe, boiled opium, and cocaine, for these will certainly be a large demand for these articles. Let the foreign merchants and we may predict that a good result will yet turn up for the present season, and greatly improve the prospects for season 1889.—*Foochow Echo.*

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It is proposed to establish an "Asylum for the Ugly" in Massachusetts. The institution is intended to be a refuge for those of both sexes whose personal appearance is so forbidding that they have no reasonable prospect of ever finding the kind of affection that leads to matrimony. A mere hunchback looks well, but the hopelessly hideous will be deemed eligible for admission to the asylum, only the "hopelessly hideous" will be deemed eligible for election. Candidates must not be under thirty nor over sixty years of age, nor will the doors of the asylum be open to the absolutely deformed. The benevolent promoters of the scheme entertain the notion that beauty is very much a matter of comparison. They believe the ugly, when thrown together, will discover when they mingle with those more favoured by nature than themselves. Under any circumstances it is anticipated that the sympathy engendered by mutual ugliness will develop into a warmer sentiment, and lead in many instances to a closer union attended by the happiest results.

LEUNG KAI.—Leung Kai, who took away the body of late Tatar-General and his family to Tientsin, was fired at and sunk by a French Man-of-war close by Tientsin. The natives are still under the impression that foreigners are as barbarous, treacherous, and revengeful as they are.

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Accounts continue to reach us as we go to press of terrible loss of life both on shore and on the river, and many disasters in addition to those enumerated above come pouring in. An express informs us this morning that the typhoon has seriously injured the Sharp Peak line and notification that until it is repaired a sampan will leave Foochow daily at noon to carry messages to Sharp Peak; also that a sampan will be despatched daily from Sharp Peak; so the community will have to exercise patience unless they suggest as we think it likely, that a steam launch should be employed on this business instead of a sampan. Rain continued to fall all yesterday, and the glass did not show with certainty that we were quite free from typhoon influences, but this morning breaks with a risen barometer and there is every appearance of settled weather again. We trust it may be long before we have to record such a chapter of misfortunes as befell us on Thursday night.

THE ALLEGED OUTRAGE ON BOARD THE MALWA.—In the *Nichi Shinshu* we find the latest phase of the Malwa affair. It is stated that Isoda and his wife came to Tokyo on the morning of the 23rd ultimo, having urgent business, and returned to Yokohama on the 1st instant. While in Yokohama Mrs. Isoda went to see the wife of a servant in the British Consulate, an old friend. By this person she was told that even if Isoda succeeded in his suit against a foreigner, he would gain nothing, whereas if he lost he would be obliged to pay heavily, besides suffering other inconveniences. Other friends of the outraged woman also advised a peaceful settlement. Isoda, finally persuaded, went to the offices of the Settlement Police on Friday morning, and asked permission to withdraw his charge, stating his reasons for doing so. An intimation to that effect was therefore sent to the Kobe police authorities. So the trial ended in what the Japanese call *ni-shiri-e*, or a discreet retreat. Mr. and Mrs. Isoda are said to be staying at the house of Leong Jih, No. 6, Ojima-machi, Ichome, Yokohama. Such is the exceedingly unsatisfactory phase which the affair has now entered. We cannot suppose that it will be allowed to stand that Isoda's story appears to us incredible. But as we have already observed, it will find plenty of credence among ignorant foreigners, for, in fact, it is not pleasant to think that an employee of the first steamship company in the world should be the object of a disgraceful charge, neither substantiated nor withdrawn.

Trusting you will deem the foregoing worthy of your early consideration.—I have the honor to be, gentlemen, your obedient servant.

(Signed) ALFRED ROWE, Chairman.

To CHARLES SEYMOUR, Esq., Consul for the United States; CHALONER ALABASTER, Esq., Her Britannic Majesty's Consul; H. BUDDE, Esq., His Imperial German Majesty's Consul; C. IMBAULT HUART, Esq., Consul for France.

[THE CONSULS' REPLY.] Canton, August 10th, 1888.

Sir.—We have the honour to acknowledge receipt of your letter of 4th instant, bringing to our notice, in terms of a resolution passed at a special meeting of the Canton Chamber of Commerce, the action of the lixin authorities here, in interfering with the landing and shipment of goods, which have already paid duty paid, &c., &c.

The various points touched on in your letter have had our serious attention for some time past, and we understand that as

THE HOLLYWOOD ROAD ARSON CASE.

Further evidence was heard by Mr. Wodehouse in the Police Court today in connection with the charge of wilful fire-raising against Chang Chi, accountant; Choi Kai, cook; and Tong Yung, shop-cook, all belonging to the shop number 86, Hollywood Road, which was destroyed by fire on Sunday morning last. Mr. Wodehouse appeared for the defence.

Leung Kai, further examined, said—On the night of the 18th inst. I went to sleep at 10:45 p.m. in front of the door of the shop number 86, Hollywood Road. There were several others sleeping there on either side of me. I did not sleep till about three o'clock. I awoke then because of the train. I got up and after rolling up my mat I stood against the shop door for shelter, there being only the women and children. After making a thorough search, they found only two small barrels of gunpowder, which one of the coolies had dropped while making his escape. I believe they have seized the junk which had arrived from Singapore. Unfortunately for the informer and all those who took part in the expedition, when the steamers anchored about two miles from their destination, they could see the coolies disappearing over the hills laden with the opium and gunpowder; and when the soldiers landed they found the village deserted by the male population, leaving only the women and children. 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Mails.

NORDDEUTSCHE LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA, ANTWERP,
BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTO PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargos can be taken or through Bills
of Lading for the principal places in
RUSSIA.

ON THURSDAY, the 30th day of August,
1888, at 10 a.m., the Company's
Steamship *LAYERN*, Capt. R. SANDER,
with MAILED PASSENGERS, SPECIE,
and CARGO, will leave this port as above,
calling at GENOA.

Shipping Orders will be granted till
Noon, Cargo will be received on board
until 4 p.m., Specie and Parcels until 3
p.m. on the 29th August. (Parcels are
not to be sent on board; they must be
left at the Agency's Office). Contents and
Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.
For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, August 4, 1888. 1306

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERRY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID.

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MAURITIUS, AND PORTS
OF BRAZIL, AND LA PLATA;

ALSO

LONDON, BAYRE, BORDEAUX,
DUNKIRK AND ANTWERP.

ON THURSDAY, the 30th of August,
1888, at Noon, the Company's
Steamship *NATAL*, Commandant Sucu,
with MAILED PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
Noon.

Cargo will be received on board until 4
p.m., Specie and Parcels until 3 p.m. on
the 29th August, 1888. (Parcels are not to
be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE OHAMPEAUX,

Agent.

Hongkong, August 17, 1888. 1308

THE CHINESE MAIL.

THIS paper is now issued every day.
The subscription is fixed at *Nine* Dollars
per annum, delivered in Hong-
kong, or Ten Dollars Forty Cents in-
cluding postage to Coast ports.

It is the first *Chinese Newspaper* ever
issued under purely native direction. The
chief support of the paper is of course
derived from the native community,
amongst whom also are to be found the
guarantees and securities necessary to
place it in a business and legal footing.

The projectors, basing their estimates
upon the most reliable information from
the various Ports in China and Japan—
from Australia, California, Singapore, Pen-
ang, Saigon, and other places frequented by
the Chinese,—consider themselves justified
in guaranteeing a large and over-increasing
circulation. The advantages offered to ad-
vertisers are therefore unusually great, and
the foreign community generally will find
it to their interest to avail themselves of
the number.—*H.K. Daily Press*.

Traveller's Oriental Record contains the
following nodes of the *China Review*.—
The present publication, judging by the
number now before us, is intended to
occupy a position, as regards China and the
neighbouring countries, somewhat similar
to that which has been filled in the past
by the *Calcutta Review*. The great degree of
attention that has been bestowed in late years
upon the investigation of Chinese literature,
antiquities, and social developments, to say
nothing of the linguistic studies, has led to the
accumulation of important stores of information,
rendering some such channel of publicity as is now provided extremely desir-
able; and contributions of much interest
may fairly be looked for from the members
of the foreign consular service, the Chinese
Customs' corps, and the missionary body,
among whom a high degree of Chinese
scholarship is now assiduously cultivated,
and who are severally represented in the first
number of the *Review* by papers highly
creditable to their respective authors.

Some translations from Chinese novels and
plays are marked by both accuracy and freshness
of style; and an account of the career of
the Chinese post-stateman of the eleventh
century, Su Tung-po, by Mr. E. C. Brown,
is not only historically valuable, but is also
distinguished by its literary grace. Beside
notices of new books relating to China and the
East, which will be a useful feature of the
Review, if carried out with punctuality and
detail, we are glad to notice that 'Notes'
and 'Querries' are destined to find a place in its pages also. It is to be
hoped that this opening for contributions
on Chinese subjects may evoke a similar
degree of literary zeal to that which was
displayed during the lifetime of its prede-
cessor in the field; and that the *China Review*
may recieve the support necessary to insure
its continuance.

Passengers who have paid full fare,
embarking at San Francisco for China, or
Japan (either way) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

Companys invoices to accompany cargo
destined to points beyond San Francisco, in
the United States, should be sent to the
Company's Office, addressed to the Collector
of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 504, Queen's Road Central.

C. D. HARMAN,

Agent.

Hongkong, August 18, 1888. 1308

NOW READY.

THE REVENUE OF CHINA.

A SERIES OF ARTICLES
Reprinted from 'The China Mail.'

WITH AN APPENDIX.

THIS PAMPHLET is Now Ready,
and may be had at the
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Messrs. LANE, CRAWFORD & Co.'s,
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OF THE

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THIS OFFICE.

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BUDDHISM: ITS HISTORICAL,
THEORETICAL AND POPULAR
ASPECTS,

BY

ERNEST J. EITEL, PH.D., TUBING.

THIRD EDITION,
REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE, CRAWFORD & Co.

Hongkong, August 20, 1884.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH

MORNING STAR

Run Daily as a Ferry Boat between
Pedder's Wharf and Tsim-Tsa-Tsui at the
following hours.—This Time Table will
take effect from the 1st JUNE, 1888.

LEAVES KOWLOON. LEAVES HONGKONG.

6.00 A.M. 6.30 A.M.

6.45 " 7.00 "

7.30 " 7.45 "

8.00 " 8.15 "

8.45 " 9.00 "

9.15 " 9.30 "

2.45 " 10.00 "

10.15 " 10.30 "

12.15 P.M. 12.30 P.M.

12.45 " 1.00 "

1.30 " 1.45 "

2.00 " 2.15 "

2.30 " 3.00 "

3.30 " 4.00 "

4.15 " 4.30 "

4.50 " 5.10 "

5.25 " 5.40 "

6.00 " 6.15 "

6.45 " 7.00 "

7.15 "

* There will be no Launch on Monday
and Friday, on account of coaling.The above Time Table will be strictly
adhered to, except under unavoidable cir-
cumstances. In case of stress of weather,
no notice will be given of any stoppages.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL,

I'S PUBLISHED to suit the Departure
of each ENGLISH and FRENCH MAIL
Steamer for Europe. Formerly the
Overland issue was published fortnightly; but
as it was deemed of special importance that
a weekly budget of news should be prepared,
it was decided to issue it weekly. Sub-
scribers at Home, and those at the Coast
Ports and in the interior, who find the
Overland edition a convenient form of news-
paper for their personal use, will welcome the
change. The *Overland China Mail*, now a
weekly compendium of news from the Far
East, contains special Commercial infor-
mation, special tables of Shipping, and other
information. The various Reports of Courts
and Meetings, and all other news, are given
in full in the *Overland China Mail*.
The attention of Advertisers is directed to a
weekly newspaper, which is circulated
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Traveller's Oriental Record

contains the following nodes of the

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The present publication, judging by the

number now before us, is intended to

occupy a position, as regards China and the

neighbouring countries, somewhat similar

to that which has been filled in the past

by the *Calcutta Review*. The great degree of

attention that has been bestowed in late years

upon the investigation of Chinese literature,

antiquities, and social developments, to say

nothing of the linguistic studies, has led to the

accumulation of important stores of information,

rendering some such channel of publicity as is now provided extremely desir-

able; and contributions of much interest

may fairly be looked for from the members

of the foreign consular service, the Chinese

Customs' corps, and the missionary body,

among whom a high degree of Chinese

scholarship is now assiduously cultivated,

and who are severally represented in the first

number of the *Review* by papers highly

creditable to their respective authors.

Some translations from Chinese novels and

plays